

# MARKET DULL AT T WHARF.

FEW OFF SHORES IN AND PRICES STILL SAG DOWNWARD.

Among the arrivals at T wharf this morning is the new sch. Frances S. Grueby, Capt. Enos Nickerson from her second haddock trip. Capt. Nickerson made a short trip and secured 46,000 pounds, mostly haddock.

Sch. Rex is also at the dock with 52,000 pounds, sch. Georgiana, 51,000 pounds, and the steam trawlers Spray and Surf with 30,000 and 38,000 pounds each.

Only a few of the shore boats are in, most of the fleet being in port on account of the storm.

Prices offered on haddock ranged from \$1.25 to \$2.75 a hundred weight. Large cod sold from \$5 to \$6, markets, \$3 to \$3.50; hake, \$4.25; pollock, \$3 and cusk \$2.25.

## Boston Arrivals.

The fares and prices in detail are: Sch. Rex, 50,000 haddock, 2000 cod. Sch. Frances S. Grueby, 45,000 haddock, 1000 cod.

Sch. Spray, 29,000 haddock, 800 cod. Sch. Surf, 37,000 haddock, 700 cod. Sch. Harriett, 7000 haddock, 800 cod, 300 hake.

Sch. Belbina P. Domingoes, 6000 haddock, 800 cod.

Sch. Walter P. Goulart, 7000 haddock, 500 cod, 200 hake.

Sch. Georgiana, 50,000 haddock, 1500 cod.

Haddock, \$1.25 to \$2.75 per cwt.; hake, \$4.25; large cod, \$5 to \$6; pollock, \$3; market cod, \$3 to \$3.50; cusk, \$2.25.

## When Is a Hake a Codfish?

Evidence was heard last week in suit for an injunction sought by Max Cohen of Baltimore, Md., to restrain Philip Goldschmidt, of the same place from interfering with a codfish route which Cohen says he purchased from the latter for \$425. Cohen claims that Goldschmidt is seeking his codfish trade by selling hake to Cohen's customers and showing them how to make codfish cakes with it. Fish experts were called in to differentiate between cod and hake and samples of both filled the lawyers' tables.

## Aimed at Porgy Catchers.

Capt. J. A. Curtis of Richmond has introduced a bill in the Virginia legislature to prohibit the catching of fish inside of Cape Henry to be used for oil or fertilizer. The bill is aimed at the menhaden fishing, which Capt. Curtis claims is destroying the food fish industry.

## Mustn't Disturb Clam Flats.

By the provisions of the bill just introduced in the New Jersey legislature the use of any power or mechanically propelled boat which churns up or disturbs the clam flat bottoms is prohibited, and a violation of the law entails a forfeiture of the boat and all apparatus therein.

## Ice At Newfoundland.

The mail steamer Prospero, owing to the heavy jam of ice could not get any further north than Seldom, N. F., last Wednesday. She left Seldom at noon for Fogo, but was forced to return again. She left again in the evening, coming south, on her way home to St. John's.

## Went Out on Steam Trawler.

Capt. George Hamor, who recently secured a pilot's license arrived in Boston yesterday on the steam trawler Foam, having made the trip out to see how the beam trawling method of fishing is conducted. The Foam was gone four days, and fished day and night, securing 61,000 pounds of fresh fish.

## Bait Scarce on South Coast.

Owing to existing weather conditions there promises to be a shortage of bait for the Fortune Bay and Placentia bay banking fleets for the spring trips. In consequence, the voyage will not open so early as last year, and it is said some of the owners do not contemplate spring trips.

## Good Stock.

Sch. Ingomar, Capt. Horace Wildes, stocked \$1996.34 as the result of her recent haddock trip, the crew sharing \$36.33 each.

## Eelgrass Shipments.

Eelgrass shipments from Yarmouth, N. S., have lately brought higher prices than formerly, writes U. S. Consul Fleming under a recent date to his Government at Washington, D. C. He says he was informed by dealers that \$15 per bale of 2000 pounds was paid for the last shipments. The names of Yarmouth dealers in eelgrass may be had from the Bureau of Manufactures, Department of Labor.

## Capt. Clark Was Pilot.

Capt. William Clark who commanded the sch. Harry A. Nickerson of this port last season, came up from Halifax as pilot in the steamer Scotsburn, now discharging a cargo of salt cod for the Cunningham & Thompson Co. The Scotsburn will proceed to Boston after discharging to load freight for home. Capt. Clark will accompany her back.

## Portland Fish Notes.

Several of the Portland fishing vessels came in Monday with small fares, most of them having only about 2000 pounds. The crews report it very rough on the fishing grounds, it blowing heavy and intensely cold.

## Going After Codfish.

Capt. Norman Ross will now go to Fortune Bay, N. F., in sch. Blanche for a load of salt codfish, which has been purchased by Davis Brothers. He is all ready to sail and will leave the first favorable chance.

# STORM KEEPS THE BOATS IN.

ONE MORE NEWFOUNDLANDER  
HAS POKED ALONG SINCE  
LAST REPORT.

Sch. Gossip, another of the Bonne Bay herring fleet that escaped the ice has arrived home and brings a cargo of 800 barrels of frozen herring, and 50 barrels of pickled herring for the Gorton-Pew Fisheries Company.

Sch. Teazer which disposed of her halibut and fresh fish fare at Boston brought down 3000 pounds of salt cod.

The storm of yesterday kept the little fleet of gill netters inside. Only few of the shore boats arrived consequently the fresh fish market was extremely quiet.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Gossip, Bonne Bay, N. F., 800 bbls. frozen herring, 50 bbls. salt herring.

Sch. Teazer, via Boston, 6000 lbs. salt cod.

Sch. Esperanto, via Boston.

Sch. Valentinna, shore.

Sch. Annie and Jennie, shore.

Sch. Actor, shore.

## Salt Fish.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3 for snappers.

Handline Georges codfish, large, \$5.75, medium \$5, snappers \$3.

Salt "drift" codfish, large \$5.25, medium \$4.75.

Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.

Eastern halibut, codfish, large, \$5.50, medium, \$4.75.

Haddock, \$1.75.

Pollock, \$1.75.

Cusk, large, \$2.50, medium, \$2; snappers, \$1.50.

Hake, \$1.87 1-2.

Eastern shuck cod, \$4.75 for large and \$4.25 for mediums.

All codfish with napes picked bring 25c over the above prices.

## Fresh Fish.

Haddock, \$1.15 per cwt.

Large cod, \$2.60 per cwt., medium, \$2.10 per cwt.

Cusk, large, \$1.80, medium, \$1.20.

Snapper cusk, 60c.

Hake, \$1.45.

Dressed pollock, 90c; round 80c.

Bank halibut, 16c per lb. for white and 11c for gray.

## Bait Prices.

Frozen bluebacks, \$2.50 per cwt.

Frozen herring, \$2.75 per cwt.

Fresh herring, \$2.50 per bbl.

Frozen squid, \$3.75 per cwt.

## TO STOP BEAM TRAWLING.

Fishing Gazette Says That International Agreement is Necessary.

The Fishing Gazette says editorially:

"New England fishermen have organized to stop beam trawling in the waters of the Atlantic coast of the United States, and a broad and drastic measure aimed to bring about that result is now before Congress. This nation may stop beam trawling in its waters, Nova Scotia and Newfoundland can prevent it in their respective inshore fisheries, but who is going to stop the steamers of the European nations? What is needed is an international agreement on the subject, as The Fishing Gazette has pointed out repeatedly. On the face of things there is much to commend the beam trawl. The troublesome bait question is eliminated, and also the practice of fishing in dories away from the vessel, which causes such a large proportion of the loss of life among the fishing fleet. While Great Britain and the United States might, in deference to the opinion of most fishermen, adopt restrictive or prohibitive measures in relation to the beam trawl, it must be remembered that France also sends a large fleet annually to the Grand Banks. It was the retaliatory action of Newfoundland in shutting off the bait supply from the French that led the latter to come back with the beam trawlers in self-defense."

## Gone Down Home.

Capt. William Wharton and James Fralic, who have just returned from Bay of Islands, N. F., left yesterday on a visit to their homes at Liverpool, N. S. Both skippers will return the first of April to fit for salt fishing.

## Ice in the Straits.

Ice is reported in the Straits of Canso preventing crafts from getting to Port Hastings and the northern entrance to the straits.

## Towed to Boston.

Sch. Massachusetts towed to Boston this morning, where she will take out her fare of frozen herring.

## On the Railways.

Sch. Marjie Turner is on Parkhurst's railways.

Sch. Fannie A. Smith is on Burnham Brothers' railways.

## Shark Meat for Sturgeon.

It has been publicly charged that shark meat is being sold as sturgeon in the markets of San Francisco, Cal.

# SCH. TEAZER GOT OVER \$5000.

Capt. Peter Dunskey of the sch. Teazer holds the record for big stocks to date in the winter's fisheries this season, having realized \$5094.33 as a result of his recent halibut trip.

Capt. Dunskey struck a fine market on both his halibut and fresh hake fare at Boston and brought 6000 pounds of salt cod here. The crew, who are fishing on the quarters will get about \$145 clear, the stock and share being not only the largest for several winters, but among the biggest for several years in the fresh halibut fishery.

## To Conserve the Lobster.

The Fishing Gazette says editorially:

"Massachusetts has at last awakened to the threatened obliteration of her lobster fishing, and the fisheries commission has sent a bill to the legislature to try and conserve this industry. It is patterned after the Maine law, which has been found so efficacious, and if enacted into a law, as it probably will be, it is hoped it will so be enforced that the lobster crop of Massachusetts will in a few years be as large as it used to be in the past."

## Frozen Herring Notes.

Sch. Alert towed to Boston this forenoon where she will take out her frozen herring.

Sch. Sylvia sailed for New York today to discharge her frozen herring.

# PRETTY QUIET THIS MORNING

ONLY ONE STEAM TRAWLER AND  
THREE SHORE BOATS AT  
T WHARF.

After an active market for the past three days, fresh fish receipts dropped at T wharf this morning, with only one shore and three off shore arrivals, aggregating less than 70,000 pounds among them.

The steam trawler Swell is in from a short trip, her haul being for about 43,000 pounds. The other crafts are the shore boats Sadie M. Nunan, Manomet and Dixie.

Haddock still hold low and were sold this morning at \$1.25 to \$3.25 a hundred weight. Large cod brought \$6, markets \$3.50, hake \$4 to \$6, pollock, \$4.50 and cusk, \$2.25.

## Boston Arrivals.

The fares and prices in detail are:

Sch. Sadie M. Nunan, 9000 haddock, 400 cod, 2000 hake, 300 cusk.

Sch. Manomet, 8000 haddock, 700 cod, 1000 hake.

Sch. Swell, 43,000 haddock, 600 cod.

Sch. Dixie, 3500 cod.

Haddock, \$1.25 to \$3.25 per cwt.;

large cod, \$6; market cod, \$3.50; hake,

\$4 to \$6; pollock, \$4.50; cusk, \$2.25.

## Portland Fish Notes.

Nearly 75,000 pounds of fish were received in Portland Tuesday when the members of the local fleet came in after a cold night outside. The following fares were reported: George H. Lube, 7000; Albert W. Black, 10,000; Katie L. Palmer, 9000; Albert D. Willard, 7000 and Hockmuck, 6000, for the F. S. Willard Co.; Topsail Girl, 12,000; Angie B. Watson, 5000; Lochivar, 4000; Fanny Reed, 3500; Watauga, 2000; Mary E. Sinnett, 4000; Pantooet, 4000. For all this amount was larger than has been received in one day for some weeks, the price still remained firm.

Some of the small boats lying in the ice in the upper docks at Portland have received injuries the past few days. One at Brown's wharf has been cut through by the ice and is full of water, while a 25-foot motor craft at Union wharf belonging to Alec Busby filled and sunk, but will be pumped out and floated today.

Fishermen at Portland Tuesday were exchanging friendly visits between vessels by walking across the ice of the docks. In all directions the footprints could be seen in the light snow that fell Tuesday on the ice.

An idea of the thickness and weight of the ice in Portland's dock was obtainable Tuesday when the tug Startle went to the dock between Union and Merrill's wharf to break out the Rena A. Percy recently purchased at this port. The Startle started things all right, but she plowed through ice that was from 12 to 15 inches in thickness for a distance of about 500 feet up the dock.

## Putting On Searchlights.

Capt. Enos Nickerson has had a searchlight put aboard his new schooner, the Francis S. Grueby, and worked it to good advantage Tuesday night in coming through the heavy snow storm. Searchlights have also been installed on several of the big schooners at this port, which frequent the Cape Shore, and Capt. Albert Larkin now has one aboard his sch. Laverna.

## Another Gill Netter Coming.

Another addition will be made to the local gill netting fleet before summer, it is understood. John McCann of Beaver Island, about 32 miles northwest of Charlesvoix, Michigan, will come here next week to look over fishing grounds and a place to land. He commands one of the steamer fleet in the lakes, and intends to bring his craft to these waters.

## Gone After Salt Cod.

Sch. Blanche sailed for the Newfoundland treaty coast this morning for a cargo of salt cod.

## Fishing Fleet Movements.

Schs. Ellen C. Burke and Evelyn M. Thompson were at Liverpool, N. S., Monday.



Feb. 1.

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# FISHERIES OF IRELAND.

INTERESTING FACTS AND FIGURES RECENTLY MADE PUBLIC IN REPORT.

According to a report just published by the department of Agriculture and Technical Instruction of Great Britain, the quantity of sea fish landed in Ireland during 1910 was greater than that of any of the past 11 years and amounted to over 52,000 tons, with an estimated value to the fishermen of \$1,540,274, not including shellfish worth \$287,755.

The spring mackerel fishery was only slightly in advance of that of the preceding year, but the fall season was above the average for the past 20 years, and the best since 1905. However, the prices received were so low that the fishermen and packers realized small returns for their year's labor. The American market consumed nearly all of this product.

A few years ago the amount of mackerel sent from Ireland to the United States exceeded that received from all other sources, but recently the price for the Irish-cured has fallen while the value of the product of other places has been well maintained. It is alleged that fresh fish do not reach the market in as good condition as formerly. The large increase in the Norwegian export of recent years seems also to account to some extent for the decrease. The Government has recently established an experimental station at Courtmacsherry, under the superintendence of an expert Norwegian curer, to demonstrate to the Irish packers the fact that by grading their product, as is done in Norway better prices can be realized in the American market. The year's output of cured mackerel was returned as 79,863 barrels. The herring catch showed an improvement over that of the preceding year in both quality and prices realized.

The salmon and trout fisheries in 1910 appear to have been less productive than in the preceding year; 66,274 fish were landed, weighing 3,844 hundredweight, as compared with 84,668 fish, weighing 4,937 hundredweight in 1909. There were 7,570 boxes of the 1910 catch sent to the English market.

Whale fishing was carried on from the Inishkes and Blacksod stations, three whalers working from the former and two from the latter. One hundred and twenty whales were landed at the two stations. The total production of oil was 3,363 barrels; of guano manure, 364 long tons; of whalebone, 8 tons; of cattle food, about 200 tons; and of bone meal, about 100 tons.

The quantity of kelp exported was 4,419 tons, valued at \$82,730. The seaweed is chiefly used for fertilizer.

There were 5,652 vessels actually engaged in sea fisheries in 1910, as compared with 5,976 in 1909. Twelve of these vessels were steam trawlers, 8 of them being 20 to 71 tons net register and the others smaller vessels. There were several motor boats added to the fishing fleet within the year. The total number in use at the end of the season was 36, of which 8 were over 25 tons, 15 over 5 and not exceeding 10 tons, and 10 under 5 tons. The demand for large fishing vessels has been so great that the building yards have been unable to keep pace with it and more first-class boats have been built during the two years for East Coast ports than during the previous 15 years. With one exception, all have been constructed for propulsion by motor engines.

The total number of people engaged in fishing was 20,690, of whom 20,333 were men and 351 boys. The number of men was 1,448, and of boys 94 less than the previous year.

During the 12 months ending March 31, 1911, the department granted 116 loans, amounting to \$50,235, to fishermen to enable them to purchase boats and gear. A considerable portion of these loans was used to equip and build motor fishing boats.

Feb. 1.

## Herring All Out.

Sch. Arkona has completed the discharge of her cargo of frozen herring at Boston.

## Fitting For Halibuting.

Sch. John Hays Hammond is fitting for the fresh halibut fishery under command of Capt. Richard Wadding.

# ALL GOING OUT, NONE COMING IN

FISH RECEIPTS AT THIS PORT TODAY ARE JUST NOTHING AT ALL.

Fish receipts at this port since yesterday have been rather quiet outside of that landed by the gill netters yesterday and the shore boats.

All the gill netting fleet were out yesterday and struck good fishing, their total catch which was landed here aggregating about 50,000 pounds.

This morning the little fleet and shore crafts got underway and are out on the grounds.

## Today's Arrivals and Receipts.

Steamer Naomi Bruce, gill netting, 5000 lbs. fresh fish.

Steamer Alice, gill netting, 800 lbs. fresh fish.

Steamer Ibsen, gill netting, 1200 lbs. fresh fish.

Steamer Prince Olaf, gill netting, 1400 lbs. fresh fish.

Steamer Mindora, gill netting, 3500 lbs. fresh fish.

Steamer Bethulia, gill netting, 6000 lbs. fresh fish.

Steamer F. S. Willard, gill netting, 6000 lbs. fresh fish.

Steamer Quoddy, gill netting, 5000 lbs. fresh fish.

Steamer Rough Rider, gill netting, 3000 lbs. fresh fish.

Steamer Nomad, gill netting, 5500 lbs. fresh fish.

Steamer Margaret D., gill netting, 7000 lbs. fresh fish.

Steamer Venture, gill netting, 3000 lbs. fresh fish.

Sch. Mabel E. Bryson, shore.

Sch. Rose Standish, shore.

Sch. Harriett, shore.

Sch. Rita A. Viator, shore.

Sch. Belbina P. Domingoes, shore.

## Vessels Sailed.

Sch. Alert, Boston.

Sch. Sylvania, New York.

Sch. W. H. Moody, Georges.

Sch. Mary E. Harty, Georges.

Sch. Blanche, Newfoundland.

Sch. Catherine Burke, halibuting.

Sch. Lucania, haddocking.

Sch. Ingomar, haddocking.

Sch. James W. Parker, haddocking.

Sch. Teazer, halibuting.

## TODAY'S FISH MARKET.

### Salt Fish.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3 for snappers.

Handline Georges codfish, large, \$5.75, medium \$5, snappers \$3.

Salt "drift" codfish, large \$5.25, medium \$4.75.

Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.

Eastern halibut, codfish, large, \$5.50, medium, \$4.75.

Haddock, \$1.75.

Pollock, \$1.75.

Cusk, large, \$2.50, medium, \$2; snappers, \$1.50.

Hake, \$1.87 1-2.

Eastern shack cod, \$4.75 for large and \$4.25 for mediums.

All codfish with napes picked bring 25c over the above prices.

### Fresh Fish.

Haddock, \$1.15 per cwt.

Large cod, \$2.60 per cwt., medium, \$2.10 per cwt.

Cusk, large, \$1.80, medium, \$1.20.

Snapper cusk, 60c.

Hake, \$1.45.

Dressed pollock, 90c; round 80c.

Bank halibut, 16c per lb. for white and 11c for gray.

### Bait Prices.

Frozen bluebacks, \$2.50 per cwt.

Frozen herring, \$2.75 per cwt.

Fresh herring, \$2.50 per bbl.

Frozen squid, \$3.75 per cwt.

Feb. 1.

# CAPT. STREAM BUYS VESSEL.

The sch. Rena A. Percy, owned by J. W. Trefethen of Portland, has been sold to Capt. John G. Stream of this port. The Percy was purchased about a year ago by Mr. Trefethen and has made but few trips from Portland, although fishing considerably to the eastward.

Capt. Stream is one of the best known skippers along the coast and has always been most successful, his last command being the sch. Juno and previous to that the Kineo. The craft is 78 tons gross and 45 tons net and was built in East Boothbay, Me., in 1904. She will be fitted and commanded in the halibut fishery by Capt. Stream.

Feb. 1.

## CORAL REEFS.

They Cannot Form in the Line of a Fresh Water Flow.

Coral reefs surround many of the islands in the Pacific. They protect the lowlands from the washing of the waves, and the still waters inclosed by them are the only harbors of refuge for ships, says Harper's Weekly. The reefs themselves furnish the greatest peril to navigation, and if there were no inlet through which a vessel could enter their protected circle they would be a danger and nothing else.

But almost every reef has such an inlet. It is a necessary result of the laws under which the forces of nature work. To understand this we must see how these reefs are formed.

Chemically the reef corals are almost pure carbonate of lime, the substance of ordinary limestone and marble. The reef grows as the shell of the oyster or of any other shellfish grows. It is itself the common and undivided shell of innumerable polypi, or minute insects, which are being reproduced and are dying in successive generations.

These tiny beings get all their living from the waters of the sea. It is from this source also that they derive the salts of lime from which they secrete the bony structure that remains after the animal is dead.

The coral polypi cannot live in fresh water. Their food supply is brought to them by the waves and currents of the sea. As a result, it is found that directly opposite the mouth of a stream from the island the reef does not grow. There will be the inlet to the inclosed waters.

Feb. 2.

## With the Skippers.

Capt. John Robbins has fitted sch. Fanny Prescott for fresh haddocking.

Capt. Augustus G. Hall is fitting sch. Thomas A. Cromwell for halibuting.

Capt. George Tufts has resumed command of sch. James W. Parker after remaining ashore a few trips.

## Hung Up at Boston.

Very many fishing vessels are still held, tied up to T wharf, by the weather conditions. Most of them are so buried beneath snow and ice that it will be a good day's job to chop them clear unless a thaw comes along to help out.

## Steamer Scotsburn Sailed.

The British steamer Scotsburn has completed discharging her cargo of salt cod which she brought here for Cunningham & Thompson Company and sailed today for Portland where she will load freight for Halifax.

## Will Go to New York.

Sch. Oriole will sail for New York today in command of Capt. Jerry E. Cook, where she will take out her frozen herring.

## Arethusa Has Sailed.

The knockabout schooner Arethusa has fitted for the haddock fishery under command of Capt. Clayton Morrissey and sailed yesterday.

## Will Go Pollock Seining.

Capt. Turner of Portland was here yesterday. He will fit sch. Marion Turner for pollock seining.

## Here From Portland to Fit.

Sch. Marjie Turner of Portland is here to fit for fresh halibuting under command of Capt. Samuel Colson of this port.

## Arrived in Tow.

Sch. Rena A. Percy recently purchased at Portland by Capt. John Stream has arrived in tow of tug M. Mitchell Davis.

## Maiden Trip.

The new schooner Flora S. Oliver, sailed on her maiden trip today in the haddock fishery.

# HOLD UP NOW ON BEAM TRAWLERS

Report at Boston That

no More ---Will Be Built

at Present.

Nova Scotia Feeling

Strong May Bar Landing

Catches There.

That the entire Nova Scotia shore is aroused against beam trawling, and that action for the eradication of these crafts and the marketing of their catches in Canadian ports, similar to that which is being sought here and elsewhere is more than a mere possibility is the very encouraging news which has been reported in Boston by one of the large vessel owners in Lunenburg.

So active and pronounced has the opposition become that the gentleman in question confidently expects that action will be taken by the Canadian parliament before March 15, that will prevent off shore beam trawling and the landing of their catches in Canadian ports. Beam trawling within the three mile limit they already prohibit.

A mass meeting of vessel owners, captains and fishermen has been planned at Louisburg and the committees

on the part of this port and Boston, who have charge of the anti-beam trawling movement on this coast have been invited to be present. The invitation has been accepted and one member at least from each committee will attend and present their views and tell what is being done here in the movement.

It was currently reported a while ago that Boston interests have been looking around with a view of negotiating for the building of three more steam trawlers right away, but now comes the news from T wharf that in view of the strenuous fight that is to be waged against this kind of craft, the plans have been abandoned for the present, and that no more will be built until the matter is decided.

This is taken as an indication that the beam trawling interests are fully aware of the situation and look for a battle when the matter comes up for hearing before the congressional committee at Washington.

Feb. 2

## Fish As Mirrors.

An unnamed scientist who has been studying fishes and their habits says all shining, silvery fish are mirrors, reflecting the dark bottom, and it is only when such fish come to the surface that the light shines on them, and they become visible to the big fish which prey on little ones. So long as the little silvery fish stay close to the bottom they look like mud or stones, only showing their shining silver when they come near the top and so are soon swallowed.

## Will Vie With Salmon.

Pacific coast fishermen, it is said, are of the opinion that other fish will in the near future take as prominent part in the coast fisheries as the salmon, which has up to the present dwarfed all others in the size and value of the catch. Newcomers from the east are expected to develop the cod and halibut fishing to immense proportions, and the netters are leaving the trap fishers far behind in fishing.

## Crafts Hugging Port.

Reports from Provincetown in the last few days are that many Portuguese are holding their schooners in port there. One or two of them sailed Wednesday and the day before, and ought to be in here with cargoes by the first of the week.